

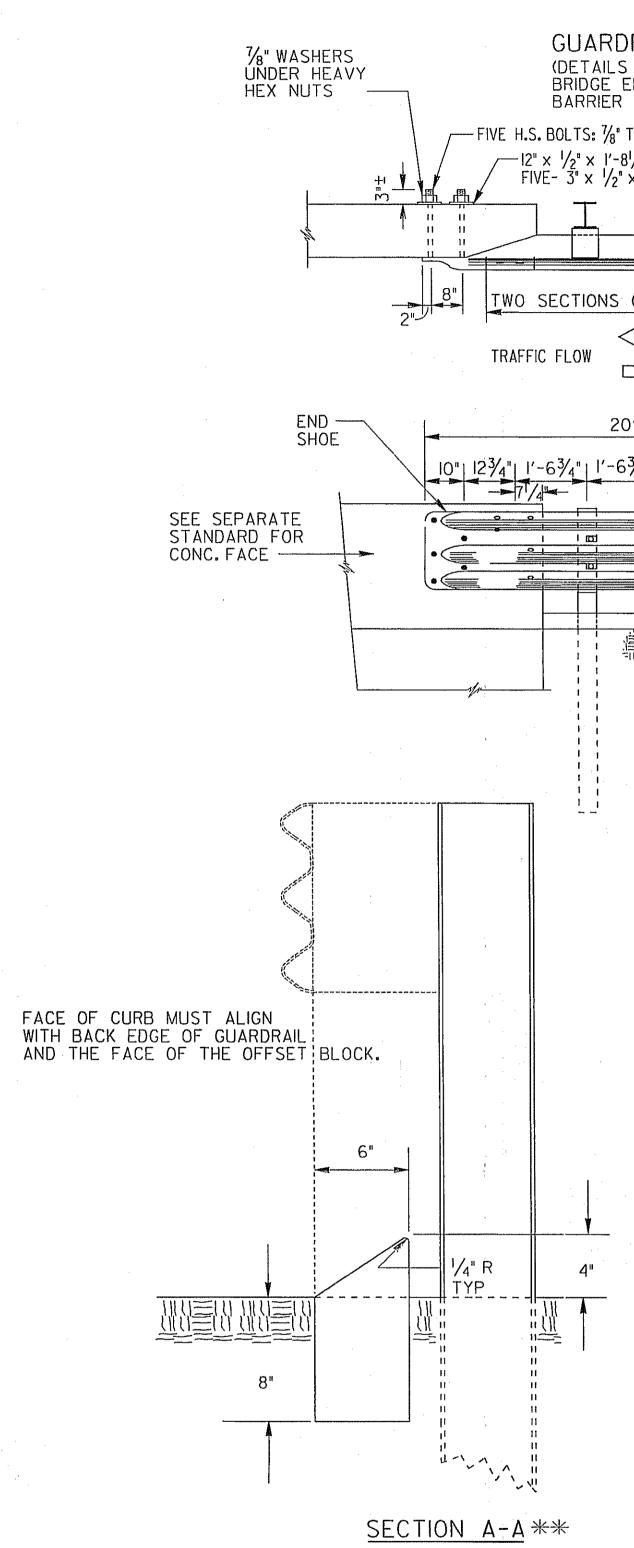
ELEVATION

"W" BEAM END SHOE AND "W" BEAM GUARDRAIL MAY BE SUBSTITUTED AT TRAILING ENDS IF HOLES IN CONCRETE ARE COMPATIBLE.

NOTE: DETAILS AT TOP LEFT ARE APPLICABLE FOR CONNECTIONS AT THE TRAILING ENDS OF ONE-WAY TRAFFIC OR AT THE TRAILING END OF MULTI-LANE (4 OR MORE) FACILITIES.

NOTE:

DETAILS AT TOP RIGHT ARE APPLICABLE FOR CONNECTIONS AT THE APPROACH ENDS OF BRIDGES OR CONCRETE SIDE BARRIERS OR AT ALL FOUR ENDS FOR TWO-LANE, TWO WAY TRAFFIC.



STATE PROJECT NUMBER GA. STP-164-1(36) 231 302 GUARDRAIL CONNECTION AT BRIDGE END (OR CONCRETE BARRIER) BRIDGE END, POST SPACINGS AND END SHOE CONNECTION APPLIES TO ROADWAY CONCRETE BARRIER AS WELL AS BRIDGE ENDS.) - FIVE H.S. BOLTS: 1/8" THRU I" HOLES IN CONC. IF REQ'D.) $12" \times \frac{1}{2}" \times 1' - 8\frac{1}{4}"$ GALV. PLATE - OR -OFFSET BLOCKS BLOCKS -WOOD BLOCK PERMITTED AT C. OF TWO SECTIONS OF "T" BEAM RAIL, ONE SET INSIDE THE OTHER TRANS. SECTION. STD. 4270 "W" BEAM GUARDRAIL $20'-7\frac{3}{4}$ " (MIN) OF "T" BEAM GUARDRAIL (SEE NOTE B) 6'-3" POST SPACING _2'-5"+- HT. **▲**TRANS. SECTION * TAPER CURB HEIGHT LONG POST FROM FULL HEIGHT TO O INCHES IN 3 FEET AS SHOWN W BEAM POST -ELEVATION \leftarrow POST-BLOCK HERE IS MODIFIED BY CUTTING 4 $\frac{1}{2}$ " OFF OF BLOCK BOTTOM, GIVING A 1'-5" HIGH BLOCK & INSTALLING A 6'-6" POST DEEPER TO GIVE A 2'-5" RAIL HEIGHT. RAIL IS CONNECTED THRU TOP SLOT ONLY AT THIS LOCATION. NOTES FOR GUARDRAIL CONNECTION: A. WHERE GREATER THAN THE MINIMUM LENGTH OF T-BEAM GUARDRAIL IS REQUIRED ADDITIONAL POST REMAIN AS SHOWN WITHIN THE FIRST 20'-73/4" LENGTH, WITH NORMAL (6'-3" C. TO C.) SPACINGS FOR THE REMAINDER OF THE INSTALLATION (STD. 4270) UNLESS SPECIFIED OTHERWISE. B. PAYMENT FOR GUARDRAIL TYPE T INCLUDES ALL ADDITIONAL POST, ALL ADDITIONAL OFFSET BLOCKS, THE SPECIAL END SHOE CONNECTION WITH ACCOMPANY HARDWARE, THE EXTRA SECTION OF "T" BEAM RAIL NESTED INSIDE THE OTHER, AND THE "T" BEAM TO "W" BEAM TRANSITION SECTION. C. WHERE GUARDRAIL POST ARE ERECTED THRU SPILLWAY. CONCRETE CAP OR PAVING UNDER GUARDRAIL,

- PAYMENT FOR GUARDRAIL, OF ANY TYPE SHALL INCLUDE REPLACING THE BLOCKED OUT CONCRETE AND/OR REMOVING AND REPLACING PORTIONS OF SPILLWAY, CONCRETE, OR GROUT AS NECESSARY FOR POST INSTALLATIONS.
- **FOR CURB DETAILS ASSOCIATED WITH APPROACH SLAB, SEE APPROACH SLAB STANDARD. FOR GUARDRAIL INSTALLATION LOCATIONS WHERE AN APPROACH SLAB IS NOT USED, PROVIDE A CONCRETE CURB IN ACCORDANCE WITH SECTION "A-A". CONCRETE CURB SHALL BE PAID FOR PER LINEAR FOOT.

GENERAL NOTES:

- I. SPECIFICATIONS: GEORGIA STANDARD, CURRENT EDITION & SUPPLEMENTS THERETO.
- 2. FOR DETAILS OF GUARDRAIL HARDWARE, POST, OFFSET BLOCKS, END SHOE, TRANSITION SECTION, ETC., SEE SEPARATE STANDARDS AS APPLICABLE.
- 3. GUARDRAIL INSTALLATIONS, INCLUDING ANCHORAGES AND CONNECTIONS, ARE TO BE COMPLETED BEFORE BEING SUBJECT TO TRAFFIC UNLESS OTHERWISE APPROVED.
- 4. OFFSET BLOCKS SHALL BE PLASTIC UNLESS SPECIFIED OTHERWISE. OFFSET BLOCKS ARE REQUIRED AT ALL POSTS.

NOTE: POST SPACINGS SHOWN ARE TYPICAL AVERAGE WITH NORMAL CONSTRUCTION TOLERANCES ALLOWED.

		3-21-03	DAIL	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
		SPLWAY LOC.	No	STANDARD
		REV. CRB & SP	REVISION	GUARDRAIL CONNECTION AT BRIDGE END OR AT CONCRETE BARRIER END
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